



Twentieth Meeting on the improvement of Air Traffic Services over the South Atlantic (SAT/20)
Abidjan, Côte d'Ivoire (1-5 June 2015)

Agenda Item 3: Communications Navigation and surveillance

**LACK OF SUITABLE MEANS OF COMMUNICATION
BY FLIGHTS OVER DAKAR OCEANIC**

(Presented by ASECNA SENEGAL)

SUMMARY

This working paper expresses some concerns related to the lack of suitable means of communication by some flights over the South Atlantic Oceanic airspace.

1. INTRODUCTION

The South Atlantic is a wide remote oceanic airspace with no possibility, for the time being of full VHF coverage.

In this environment, ATCs rely on pilot position reports as means of separating traffic, this is obtained by monitoring with ADS/C-CPDLC and/or H.F. frequency contact.

Lack of suitable HF or CPDLC, **mainly by light and medium aircraft in lower airspace** makes frequent the triggering of inadvertent emergency phases.

2. DISCUSSION

2-1 It should be pointed out that carrying HF or CPDLC over this large expanse of South Atlantic Oceanic airspace is still not mandatory.

2-2 In that area, a large number of traffic flying in lower airspace, mainly some light and medium planes from South America to West Africa and vice versa, loose frequently contact with ATC centres; this lead to triggering inopportune emergency phases.

2.3 We have reported at least five (5) cases from the beginning of this year:

- PEG72 (GCTS/SBGL) on 28/01/2015,
- UKL4043 (GVAC/TTPP) on 19/03/2015,
- ECJRN (SBRF/GVAC) on 14/04/2015,
- HFY (GVAC/EGYP) on 02/05/2015,
- ECMCX (SBRF/GVAC) on 02/05/2015...

2-4 Such a situation often generates the mobilization of significant human and material means and concerned centres cannot always afford it.



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2-5 We recommend that **ICAO relevant bodies** think about the case of these flights and mandate carrying suitable means of communication in line with this airspace.

3. ACTION BY THE MEETING

3-1 The SAT20 Meeting is invited to consider the concerns expressed in this working paper with the aim of further enhancing safety in the provision of air traffic services in the South Atlantic oceanic airspace.

3.2 The SAT20 meeting is invited to back the recommendation (2.5) of this paper.

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